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By Henry F. Donovan.

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SATURDAY, MAY 20, 1916.

BARNEY OLDFIELD AFTER WORLD'S RECORD ON CHICAGO SPEEDWAY.

Barney Oldfield, dean and foster grandfather of all racing drivers, is to retire this year after one final and spectacular effort to show his contempt for the laws of time and space. It will not be a swan song by any means, but a fitting finish to a career that has ever interlocked his name with the sensational of automobile racing since its beginning.

The new feat that Barney will attempt will concern the offer of David F. Reid, president of Chicago Speedway, who has offered \$1,000 to the driver who will break the world's two mile speedway record and an additional offer of \$1,500 if the new mark established is better than two miles per minute or 120 miles per hour.

That he can circle the huge two-mile Chicago Speedway track inside of one minute is the thought that is uppermost in Oldfield's mind, as was demonstrated by his quick acceptance of President Reid's offer, and Oldfield always has contended that the Chicago Speedway is the fastest track in the country if not in the world and he is willing to prove it in order to win the \$2,500 in the coin of the realm and at the same time bring his racing career to a dramatic close.

Barney some time ago announced that he would leave the racing game for less exciting business life and that he wanted to drive his last race on the Chicago Speedway and together with his entry for the second international auto derby, which is to be held June 10 on the Chicago tamarack course, Barney has declared that he also will attempt to win that \$2,500.

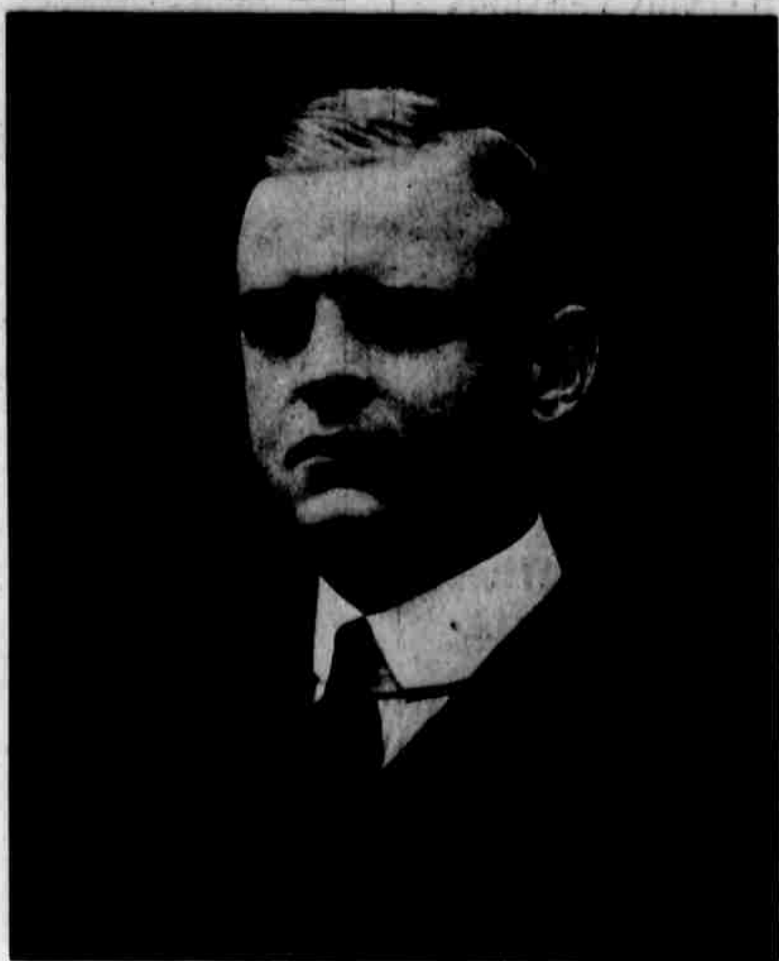
Just what day this will take place is uncertain, but the offer of President Reid's requires that it be made outside of a regular race and a special date will have to be set aside for Barney's last supreme effort. Barney at the present time holds the best lap time of the Chicago track at 111.5 miles per hour, the fastest lap of a two-mile speedway that has ever been made in this country. The world's record is held by Chassagne, who drove a Sunbeam around the Brooklands track in England at the rate of 118.6 miles per hour. Resta is said to have pounded his car around the Chicago track at 118 miles per hour, but as the A. A. A. timers were not on the job it did not go as a track lap mark. Barney's record does not stand as the American record, owing to the fact that he did not declare himself out for a record.

Tom Alley has been nominated to drive one of the Open cars in the International Auto Derby June 10. Alley is a Chicago boy who has made many friends and admirers in the racing world, and his entry is bound to be popular, inasmuch as he will drive a "Made in Chicago" car. Alley holds the 100-mile dirt track record made in a Duesenberg in Hamlin, Minn.

Seven cars are now in for the big classic of American Speedway events, including two Sunbeams, two Duesenbergs and Barney Oldfield's Delage. Barney will use his Christie for the purpose of lowering the world's record. It is the same one he used to establish the American two-mile speedway record at Tacoma last July of 102 miles per hour.

Record advance sales are reported by the Chicago Speedway officials, who say that it will be necessary to erect circus seats in the infield to take care of the crowds for the second derby. Out of town Republican delegations who will be here for the national convention on June 7 are buying big blocks of tickets, and the offices of the Chicago Speedway in the Marquette building are swamped with demands from local and out of town patrons.

Judge Charles A. Williams is making the excellent record on the Municipal Court bench that all his friends predicted he would make.



PHILIP R. BRAND.
Popular Chicagoan; Secretary of the Brand Brewing Company.

WHAT THE COUNTRY NEEDS.

The business interests of the country are tired of these conditions: Tariff tinkering for political ends. Five tariff revisions in twenty-three years.

Confidence shaken. Business demoralized. Huge money losses. Millions of workers unemployed.

What the people demand is: A sane and permanent tariff policy. A scientific adjustment.

More common sense, less politics. All the facts brought out.

The way to get these reforms is to: Establish a permanent Tariff Commission.

Make it non-partisan. Give it broad powers. Give it an ample appropriation.

Have everybody represented. Put the professional politicians off the job.

Stop lobbying and log-rolling. Bring out all the facts. Reduce unemployment.

Establish confidence. Stabilize business.

EAGLETS.

Oscar F. Mayer, treasurer of the forest reserve commission, reported receipts of \$1,023,441 and expenditures of \$2,038. Receipts consist almost wholly of proceeds from sale of bonds. On May 1 commission had balance of \$1,021,402 on deposit in several banks.

The terms of seven Superior Court Judges expire in 1917. Three of them are Republicans; four are Democrats.

William E. Dever has made a splendid record on the Superior bench and has the confidence and respect of the people.

Tony Schroeder's beautiful buffet and restaurant at 3401 North Halsted street is only five minutes' walk from the Cub ball park.

Assistant Superintendent of Streets Mitchell gives general satisfaction by the way he performs his duties.

Clarence S. Darrow is always the friend of the poor and the downtrodden and no one stands higher at the bar.

J. J. Sheehan, of 1239 North State street, would make a good alderman for the 21st ward in the opinion of his many friends.

Thomas M. Sullivan has made a grand record as Sanitary Trustee.

The Chicago Automobile Club, the finest and strongest automobile club in the country, is campaigning for new

members. It ought to get three thousand more at once, for it is a real club with a real purpose.

Q. J. Chott, the well known lawyer, who made a good record on the justice bench, would make a good Municipal Judge.

S. P. Melander, the well known photographer at 67 West Ohio street, has been 50 years in business and 33 years in the same place. A pretty good record.

Provision for 50,000 bathers a day has been made at the municipal bathing beaches for the coming season which opens June 1.

Colonel N. M. Kaufman, of the Congress Hotel, is one of the most popular hotel keepers in the United States. His success attests the fact.

I. H. Stone, the popular Secretary of the Janette Manufacturing Company, of 617 W. Jackson Boulevard, reports a great demand for the Automatic Electric beer pumps manufactured by that reliable concern.

Oscar F. Mayer, the great packer, is very popular in politics and could have almost any office if he would take it.

John Koelling, the most popular president the United Societies ever had and a business man long honored in Chicago, is much talked of for Recorder of Deeds on the Republican ticket. Republican leaders believe that his name would bring thousands of votes to the party this year that would help the general ticket.

Judge Thomas F. Scully is making a fine record in the County Court.

MORE WARDS, FEWER ALDERMEN

Alderman Captain of the Twenty-fifth Ward Believes the City Council Too Large and Unwieldy and Advocates a Change.

Because he believes the present city council composed of seventy members too unwieldy, and also that two aldermen from a ward causes duplication of effort, Alderman Henry D. Captain of the Twenty-fifth ward announced that he will ask the council itself to recommend a change.

"It would enable the city to redistribute itself into fifty districts, each to be represented by one alderman with at least \$4,000 salary," said the alderman.



JOHN C. PAUL,
The Popular Manufacturer of Successful Burnishings.

IN THE LIMELIGHT

"GATLING GUN" PARKER



Surprise and concern were felt when it was learned that a United States army machine gun had failed to work during the raid made by Villistas on Columbus, N. M. Promptly the war department set about preventing a repetition of that breakdown by sending to the border the army's machine-gun expert, Maj. John Henry Parker of the Twenty-fourth Infantry, variously known in the service as "Gatling Gun Parker" or, more intimately, "John Henry." Major Parker has a noteworthy record, because he is the man who demonstrated the possibilities of the machine gun.

This happened 18 years ago, during Shafter's campaign, which culminated in the fall of Santiago de Cuba. The man in the street may not be aware of it, but Lieutenant Parker—for such he was then—has been credited with turning the tide of battle at a critical period and making the capture and the retention of San Juan hill possible. More than that, his modest little detachment effectually halted the operating of a formidable battery that might easily have put many of Shafter's fieldpieces out of action.

In short, Lieutenant Parker showed the military world for the first time just what the machine gun could be relied upon to do in the hands of capable men. He anticipated and actually predicted the part that the machine gun has played in the present struggle in Europe.

Long before the war with Spain Lieutenant Parker grasped the tactical value of the machine gun, and became so insistently an advocate of the weapon that he talked about it upon every possible occasion.

He drew up plans for a suitable carriage, so that the machine gun, ordinarily equipped with only a tripod, might have the fullest mobility and keep right along with the most advanced troops.

So persistent was Parker in riding his hobby that other army officers thought him something of a bore and sometimes avoided his company. But his enthusiasm and theories have been fully justified, first by the work of his machine-gun detachment in the Spanish-American war, and now, even more fully, by the developments of the great conflict in Europe.

VARDAMAN ON "FLUNKIES"

James K. Vardaman, United States senator from Mississippi, has said many biting and even bitter things during his public career, and the other day he took occasion to pay his respects to a certain class of citizens of Washington, in the course of an eloquent plea for better citizenship made before a mass meeting in Alexandria.

"There are more flunkies to the square inch in Washington than I ever saw in my life," declared the senator, "and I verily believe that if you would stuff a colored laborer's overalls with straw and label the effigy 'congressman' or 'senator,' you would soon have half the population crawling to it."

Senator Vardaman said that a public office should be honored, but that the man in that office should be honored in accordance with his worth. Honest, fearless, patriotic men and women are needed at the ballot box today, Senator Vardaman told his audience, and it mistakes have been made in the past they may be righted in the future. The speaker expressed the fear that "in this nation dollar is the god and commerce the religion of too many."



DEMOCRATS' PUBLICITY MAN



When the joint finance and executive campaign committee of the Democratic national committee selected Frederick W. Steckman as director of publicity for the national campaign, it picked one of the most experienced and popular of the newspaper writers and correspondents in Washington.

Mr. Steckman, who was born in Princeton, Mo., thirty-six years ago, first went to Washington about 1904 as correspondent of the St. Louis Republic. For some years now he has been a political writer for the Washington Post and besides has covered the capitol and the White House for the New Orleans Daily States. However, he began his newspaper activities when he was less than ten years old.

In 1912 Mr. Steckman was in charge of the Chicago headquarters of the Democratic national committee, and it was he who devised the plan of small contributions for the campaign from great numbers of people. The scheme netted the committee more than \$100,000. His excellent publicity work that year led to his selection for chief of that department in this campaign.

MADDEN, LONG LOST BROTHER

Martin B. Madden, congressman from Chicago, is not only wealthy. He is also quite handsome. Nevertheless he is not satisfied with his physical make-up. He would be much better pleased if he were built along more original lines. The trouble with him is that he looks like too many people. He makes a specialty of being aringer for the long-lost brothers.

On an average of once a month he gets a letter from someone who has seen his picture and claims him as a brother thought to have been lost at sea or strayed from home years and years ago.

One day he heard from a woman, who said she had a locket with an "M" on it, and containing a boyhood picture of her long-lost brother that looked exactly like the one of Madden in a Chicago paper. Madden was obliged to tell her that his congressional duties are too pressing to allow him any time for being a long-lost brother this year. This is only a sample incident, and Mr. Madden is getting somewhat "poeved."



CONCRETE PIPE AS TUNNEL LINING.

In reconstructing a part of the water supply system at Baltimore, an old subterranean aqueduct 12 feet in height is being lined with a sectional re-enforced concrete pipe, which has an outside diameter of nine feet. While the size of this conduit makes it an interesting example of the advances which are being made in concrete construction, the method employed in laying it is also worthy of attention. The pipe, which is cast in units six feet in length, weighing 10½ tons, is lowered by a crane down a shaft to the tunnel, where it is slipped over a steel beam supported on a car.

This operation requires considerable maneuvering because of the limited space available for working underground. When the pipe is loaded and the truck placed on the track by block and tackle, it is carried to the place where it is to be set. More than 5,000 feet of conduit of this size is being laid, most of it within the aqueduct, and 2,000 feet of seven-foot pipe, each unit of which weighs seven and one-half tons. The re-enforcing consists of steel bars and wiremesh, and the molding is done in upright metal forms.—Popular Mechanics Magazine.



THOMAS M. McHALE,
Popular Official of the Big Brunswick-Baile Cylender Company.

TAXED TO DEATH

People of Chicago Taxed to the Limit to Provide Places for Reformers.

Giving women salaries of \$5,000 a year to preside over fad departments; paying women superintendents \$3,000 a year to assist them; paying female stenographers \$150 per month while capable men and heads of families are tramping the streets looking for work, is part of the net result of the work of "reformers" in the City Council for the past five years. The other net result and the one that hurts the most, is the increase of the number of employees and the increase of the money coming from the people and spent on salaries for city employees, from twenty-four millions to over thirty-five millions.

A. J. Banta, the popular manager of the Chicago Branch of the Locomobile Company, took thirty salesmen and special representatives of the Locomobile in the territory of Chicago Bridge to the Locomobile factory at Bridgeport, Conn., for a big conference with the officials. They got their first view of the 1917 model Locomobile.

Both as a judge and a citizen John R. Caverly is liked by everybody who knows him.

Donald R. Richberg, special attorney for the Council committee on gas litigation, was made "special assistant corporation counsel for the City Council and its committee on schools, fire, police and civil service in its investigation of the finances of the Board of Education." The appointment, made as of May 17, 1915, means that Richberg will get \$900 due him as back pay on the investigation of the board's finances.

William H. Weber always made a good public record.

Business men who phone Heco, Superior 7100, for envelopes, always get what they want.

Judge John P. McGorty continues to gain the approbation of everybody for his work in the Circuit court.

Henry J. Storm, principal of the Gregg School at 6 North Michigan Avenue, has brought this deservedly popular educational institution to a high degree of perfection. Professor Holm for over twenty years has borne an honored reputation among the educators of the country.

A. J. Banta, the wide-awake general manager of the Locomobile Company at 2000 Michigan avenue, is popular with everybody in and out of the auto world.

AUTOISTS, BE CAREFUL!

Judge Sabath Sends Out Thirty Thousand Letters of Warning of Dangers to Public.

Judge Joseph Sabath, president of the Citizens' Traffic and Safety Commission, sent 31,000 letters to owners of automobiles asking their cooperation to reduce automobile accidents and deaths. The letter said in part:

"Chicago's record of killed and injured by automobile accidents sounds like the tragic report of a battle—3,259 injured and 258 killed last year. The accusing finger of investigation points to autoist and pedestrians alike, but particularly to the new automobile driver—the novice, the man who lacks experience. Thousands of these new drivers will be on the streets shortly, when spring arrives."

THE SANITARY DISTRICT OF CHICAGO

Repairing Sheridan Road in Winnetka.

TO CONTRACTORS:

Sealed proposals, indorsed "Proposal for Repairing Sheridan Road in Winnetka," will be received by the Clerk of the Sanitary District of Chicago at the office of said District, 700, 919 South Michigan avenue, Chicago, Illinois, until 12 m. standard time, on Thursday, May 25, 1916, and will be publicly opened by the Board of Trustees of said District at a meeting to be held that day or at the first meeting thereafter.

The work for which such tenders are invited includes the repairing of Sheridan road between Winnetka avenue and Cherry street in Winnetka, approximately 5,500 square yards of macadam pavement, 10 brick catch basins, and miscellaneous work appertenant thereto.

The entire work is located in the Village of Winnetka, County of Cook, State of Illinois.

All bids must be made upon blank forms of proposal furnished by the Sanitary District and shall be made in accordance with and to conform to the terms and conditions set forth in "Requirements for Bidding and Instructions to Bidders" attached thereto.

Specifications, form of proposal and plans may be obtained at the office of said District.

The Board of Trustees reserves the right to reject any or all proposals. THE SANITARY DISTRICT OF CHICAGO.

(Signed) BY JOHN MCGILLEN, Clerk.

Chicago, May 12, 1916.



A. R. MARRIOTT,
Vice President of the Chicago Title & Trust Co.